



BikeSafe-Carolina

Trooper Mark Brown

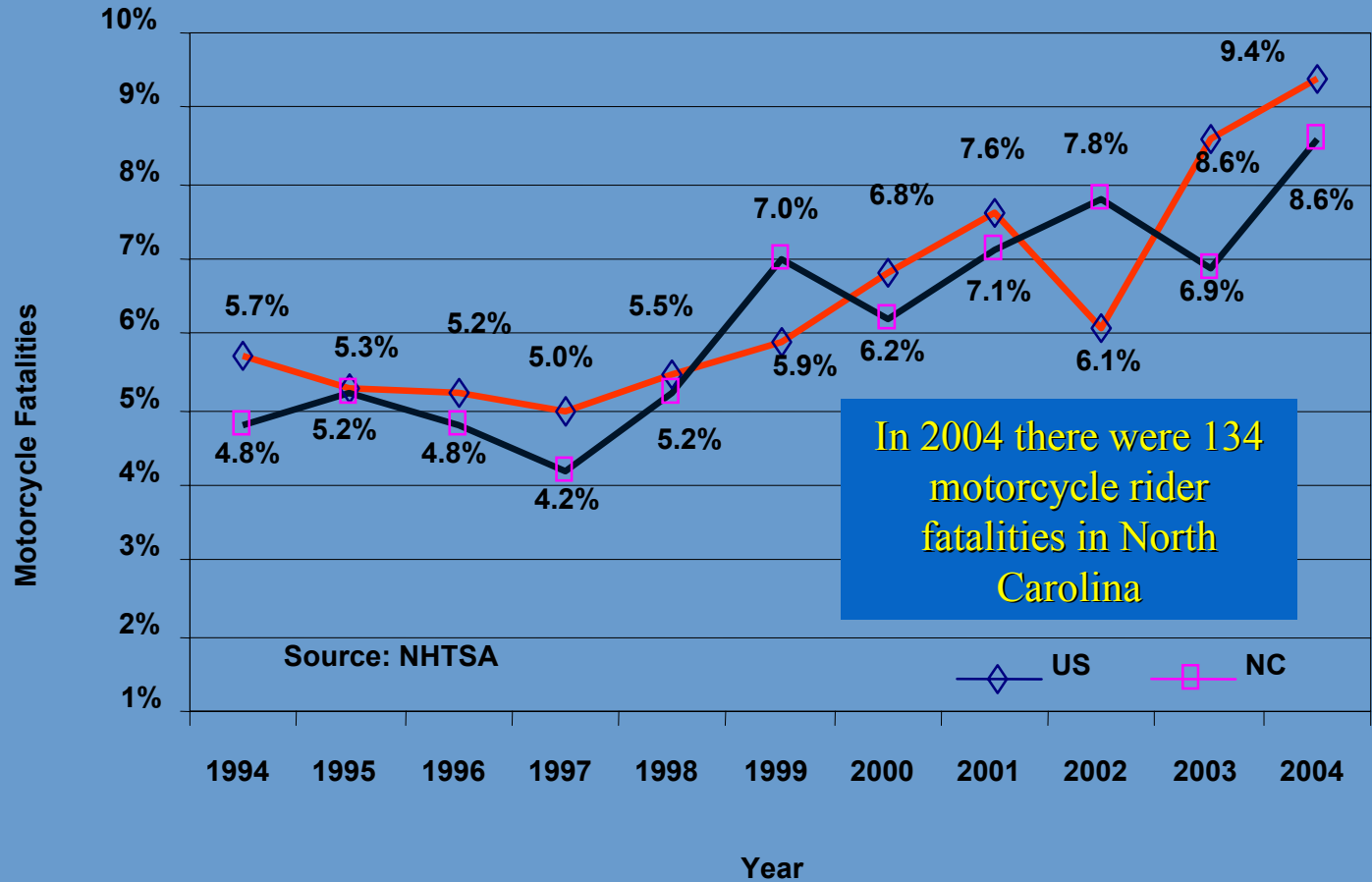


The mission of the North Carolina State Highway Patrol is to ensure **safe**, efficient transportation on our streets and highways, reduce crime, protect against terrorism, and respond to natural and manmade disasters. This mission will be accomplished in **partnership** with all levels of government and the **public**, through quality law enforcement services and **education** based upon high ethical, professional, and legal standards



North Carolina vs. National Motorcycle Fatalities

Shown as a % of Total Fatalities 1994 - 2004





Goal 1

Objective 1

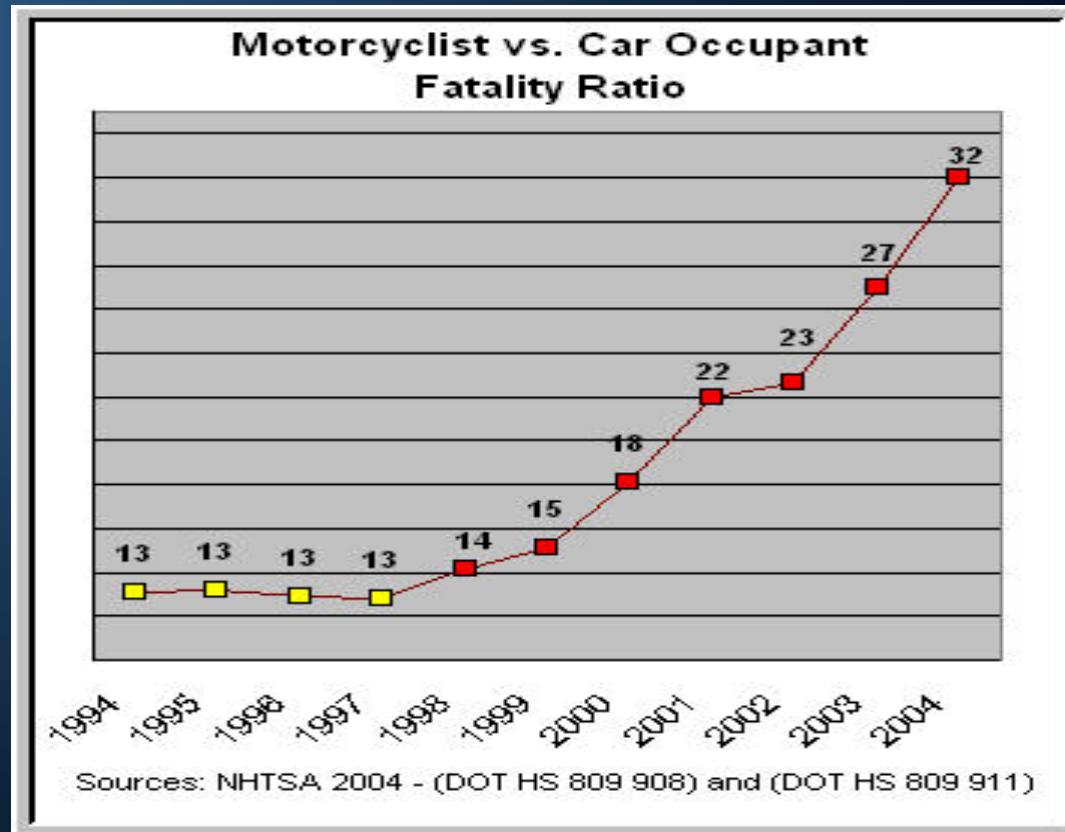
Reduce the rates of highway related collisions, fatal collisions, and fatalities.

- *1.1.10*
- *Analyze motorcycle collision data for causative factors. 30 April 2006*
- *Goal Tender: Major C. J. Carden and Major M. R. Johnson*



In 1997, motorcyclists were 13 times more likely than passenger car occupants to die in a crash, per vehicle mile traveled. In 2004 the figure grew to 32 times

Only 2% of registered vehicles are motorcycles, yet they make up almost 10% of all motor vehicle deaths





Fatal Motorcycle Crashes



Total Motorcycle Crashes





Motorcycle Movie Clip



Human Costs



Fatality





Financial Costs

Fatal	\$3,700,000
‘A’ Injury	\$220,000
‘B’ Injury	\$64,000
‘C’ Injury	\$31,000
Property damage only	\$4,300

Socio-Economic Costs

- A motorcycle crashes.



2. Officers attend.



3. Road closures are put in.



4. Resultant jam causes late deliveries and financial losses.





Implication 2006 Strategic Plan

If the current rate of increase continues for North Carolina, the percentage of motorcycle fatalities will rise above the national percentage.

How big is the problem?



128,659
**Registered
Motorcycles**



**134 Motorcycle
Fatalities in 2005**



Put in number of police staff
killed or injured + No of days
off sick

Mention military

What are we going to do about it?



Nothing

This would lead to an exponential increase in the number of KSIs.

Enforcement

May alienate police from the rider.
No link to casualty reduction.
Seen as part of a 'toolbox'

Engineering

There are insufficient trends or patterns to make engineering effective.

Educate

Take on a model that has proven worth and adapt it to our needs.



Put in about you looking around for a
good model



Visit to London
(May include IAM)



BikeSAfe-London

Your findings



How you are going to implement BSC

Effective enforcement for days 1-3 in an area then educate days 4 or 5

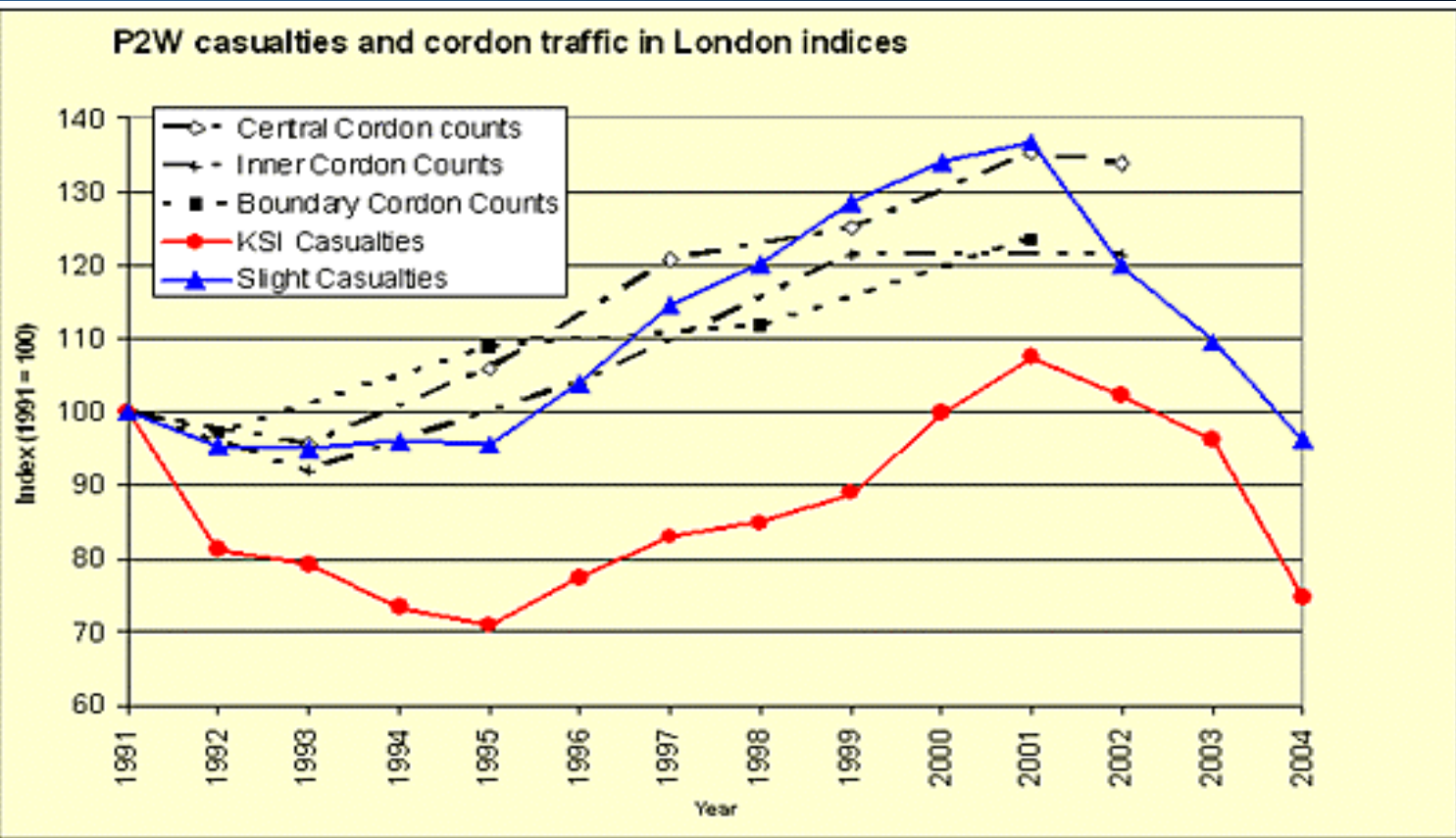


Cost

Manpower

Equipment

London Statistics





Year	Fatal	Serious	Slight
2001	69	1205	6523
2002	65 (-4)	1148 (-57)	5722 (-801)
2003	63 (-6)	1078 (-127)	5231 (-1292)
2004	47 (-22)	848 (-357)	4663 (-1860)
2005	46 (-23)	780 (-425)	4112 (-2411)